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GAC - 2561
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MEMORANDUM FOR THE RECORD

SUBJECT : Meeting of Review of Escape System and Personal Equipment

1. The following attended subject meeting on 15 November:

25X1A		Agency
25X1A		Agency
		Agency
		Agency
	Colonel Maher	Hq USAF
25X1A	Captain Collins	Hq AFSC
		Lockheed
		Lockheed
	Mr. Shephardson	Wright-Patterson AFB
	Mr. Redding	Wright-Patterson AFB
25X1A		Fireweel Co.
		Fireweel Co.
		Fireweel Co.
		David Clark Co.
		David Clark Co.

2. Principal points of interest discussed included:

- a. Two-stage parachutes.
- b. Full pressure suits.
- c. Oxygen systems, main and emergency.
- d. Ground support equipment.

3. As a result of dummy drops made at the 6511th Test Group (parachute) El Centro, California, and wind tunnel tests at the Arnold Engineering Development Center at Tullahoma, Tennessee, it has been decided to use the 60 inch hemispherical parachute as the first stage deceleration device. The second stage or main will be a thirty-five foot standard T-10 parachute canopy. The pack which will house these parachutes will also incorporate the emergency oxygen system and parachute timer system. Upon completion of qualification tests of component parts a final dummy

DOCUMENT NO. 30
NO CHANGE IN CLASS. 8
DECLASSIFIED
CLASS. CHANGED TO: TS S C 2012
NEXT REVIEW DATE: 2012
DATE: 29 Nov 62 REVIEWER: []

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drop program and subsequent live jump program will be conducted at El Centro. It is presently anticipated that these tests will start on 4 December. Fifty consecutive successful dummy drops are required before any live jumps are made. Strength tests of the assembly will be performed concurrently with the dummy drops. Upon successful completion of the above program thirty production parachutes will be procured along with an appropriate number of emergency oxygen back pans and parachute timer pans.

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4. Packing instructions and maintenance procedures for the parachute will be written by [redacted]. Periodic packing and inspection will be performed at Lockheed until adequate facilities are provided at a more convenient location.

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5. Four full pressure suits have been delivered. [redacted] will have his preliminary fitting on 27 November and Mr. Lou Schalk will receive his second suit by mid-December. During the week of 11 December five selections will visit the David Clark Co. for pressure suit measurements. Component testing is being accomplished, i.e. repetitive visor opening and closing, harness sealing, etc. All future suits will be improved via adding a flotation capability, providing a back-up zipper and installing flange mountings in the wrist and neck rings.

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6. A total of twenty hours of oxygen consumption tests have been completed. Additional testing will be needed to insure that an adequate supply is provided for mission requirements. This will be performed at Firmeal on selections as they are indoctrinated as well as Firmeal employees. [redacted] is also having this problem pursued.

7. A pressure demand oxygen system which will enable the pilot to fly using an oxygen mask, vs. the full pressure suit assembly, is presently being developed by Firmeal.

8. The pressure suit maintenance van and the transport van will be ready for delivery from Firmeal during the week of 1 December. Firmeal technicians will depart by mid-December.

9. Training and procedural manuals are the responsibility of the Firmeal Co. One set will be written for the pilots while another set will be for maintenance people.

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10. [redacted] reviewed the medical and environmental problems, and some possible solutions, that would be associated with missions extending up to sixteen hours.

SIGNED

HARRY R. COLLINS
Captain USAF

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